

Meeting Summary



Round 2 Public Meetings, August 18-19, 2004

The Houston District of the Texas Department of Transportation (TxDOT) is conducting a Major Corridor Feasibility Study (MCFS) for an approximate 47-mile segment of SH 35, located in Harris and Brazoria Counties, from IH 45 in downtown Houston to SH 288 in the City of Angleton. Cities and communities along the corridor include Houston, Brookside Village, Pearland, Friendswood, Manvel, Alvin, and Angleton.

The purpose of this report is to document the input received during the project's second series of public meetings held on August 18-19, 2004.

MEETING PURPOSE

The second series of public meetings was held in two different locations along the corridor to provide ample opportunity for interested citizens to attend. The meeting time for each of these locations was 5:30-7:30 p.m.

- Wednesday, August 18, 2004, Nolan Ryan Center, 2925 South Bypass 35, Alvin
- Thursday, August 19, 2004, Hilton-Hobby Airport, 8181 Airport Boulevard, Houston

The purpose of these meetings was to present and discuss the preliminary multi-modal transportation improvements (possible viable alternatives) being considered for the study area and to obtain public input on the alternatives. Possible alternatives included:

- controlled access highway alternatives (with possible tolling)
- transit alternatives (including mass transit, high occupancy vehicle (HOV) lanes, special use lanes, and park and ride facilities)
- arterial alternatives to expand capacity of existing SH 35 and other non-controlled access roadways
- transportation system management alternatives that focus on specific upgrades including interchange improvements and signal synchronization

Additionally, this series of public meetings served as an opportunity to gather input for the Environmental Impact Statement (EIS) that TxDOT is currently preparing for the segment of SH 35 from Bellfort Road in Harris County to FM 1462 in Brazoria County.

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ATTENDANCE

Approximately 150 people attended the public meetings:

- Alvin — 71 citizens, 10 elected officials, 8 city/agency representatives, and 3 members of the media
- Houston — 51 citizens, 3 city/agency representatives, and 2 elected officials

MEETING FORMAT

Both meetings were conducted in an “open house” format and consisted of various exhibits including a network map displaying the possible viable alternatives, text informational boards, and large-scale aerial maps. Meeting attendees were invited to review the information at their leisure. TxDOT and consultant team members were available to answer questions and discuss concerns. Attendees were provided a questionnaire/comment form and encouraged to fill it out and turn it in at the meeting or submit their comments to TxDOT by mail.

PUBLIC INPUT SUMMARY

A total of 35 written questionnaires were received — 14 from attendees to the meeting in Alvin, 8 from Houston meeting attendees, and 13 mailed to TxDOT. A complete tally of the questionnaires is included at the end of this document. The following summarizes the responses:

Location of respondents

This question asked the respondent what zip code they reside in. The majority of respondents reside within zip code 77511 in Alvin (49%). Respondents from other areas included Pearland, Friendswood and various areas of Houston.

Transportation Improvement Alternatives

Respondents were given a list of multi-modal transportation improvements (possible viable alternatives) under consideration (broken down by geographic area — northern, central, and southern) and asked to choose those they would like to see evaluated in further detail.

Northern Alternatives

For the northern geographic area (IH 45 to Beltway 8), the alternative that received the highest number of responses was Arterial Alternative N-A 1 — a 6-lane thoroughfare along Mykawa from IH 610 to Beltway 8.

The northern alternative that received the least amount of responses was Transit Alternative N-T 5 — HOV or diamond lane along Mykawa and MLK alignment, part of the N-CA 3 alternative from IH 610 to Beltway 8.

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Central Alternatives

For the central area (Beltway 8 to FM 1462 in Alvin), Transit Alternative C-CA 4 — controlled access highway completing the SH 35 Alvin Bypass (possible tolling) — received the most responses.

The central alternative that received the least amount of responses was Transit Alternative C-T 4 — HOV or diamond lane along controlled access alternative C-CA 3.

Southern Alternatives

For the southern area (FM 1462 to SH 35/SH 288 in Angleton), the alternative that received the most responses was Arterial Alternative S-A 1 — a 4-lane thoroughfare along SH 35 from the southern terminus of the Alvin Bypass to FM 523.

The southern alternative that received the least amount of responses was Transportation System Management Alternative S-TSM 2 — Improve intersection of CR 48 and FM 523.

Additional Comments

Respondents made numerous additional comments. Specific suggestions called out by more than one respondent included no tolling on roadways and select an alignment quickly.

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Questionnaire Tally

Number of questionnaires tallied 35

Zip codes

77511	17
77061	3
77546	2
77584	2
77581	2
77019	1
77027	1
77038	1
77056	1
77075	1
77087	1
77512	1
77547	1
77577	1

Northern Geographic Area (From IH 45 to BW 8)

Controlled Access Highway Alternatives

N-CA 1	7
N-CA 2	10
N-CA 3	7

Transit Alternatives

N-T 1	8
N-T 3	3
N-T 4	4
N-T 5	1
N-T 8	5

Arterial Alternatives

N-A 1	13
N-A 2	9

Transportation System Management (TSM) Alternatives

N-TSM 2	8
N-TSM 5	7
N-TSM 6	12
N-TSM 7	9
N-TSM 8	9

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Central Geographic Area (From BW 8 to FM 1462 in Alvin)

Controlled Access Highway Alternatives

C-CA 1	12
C-CA 2	11
C-CA 3	6
C-CA 4	14

Transit Alternatives

C-T 1	12
C-T 2	4
C-T 3	5
C-T 4	2
C-T 5	10

Arterial Alternatives

C-A 1	8
C-A 2	11
C-A 3	12
C-A 4	5

Transportation System Management (TSM) Alternatives

C-TSM 1	10
C-TSM 2	13
C-TSM 3	10
C-TSM 4	11
C-TSM 5	11
C-TSM 6	10
C-TSM 7	7
C-TSM 8	4

Southern Geographic Area (From FM 1462 in Alvin to SH 288 in Angleton)

Controlled Access Highway Alternatives

S-CA 1	12
S-CA 2	7

Arterial Alternatives

S-A 1	17
S-A 2	10

Transportation System Management (TSM) Alternatives

S-TSM 1	5
S-TSM 2	3
S-TSM 3	4

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Other Specific Comments

C-TSM 5, underpass does not have bike lane.....	1
Would like combination of S-CA 1/S-CA 2 and GP Segment B.....	1
C-CA 3 with proposed expansion will considerably increase traffic.....	1
C-CA 3 & C-T 4 will put additional burden on SH 288.....	1
N-CA 3/C-CA 1 will provide greatest relief.....	1
Expand C-TSM 2 to include FM 528, 517, 1462 & north and south end of SH 35 bypass.....	1
C-CA 1 and C-T 2 do not need to extend along FM 1128 from CR 518.....	1
C-CA 2 would take a lot of homes and businesses.....	1
SH 288 must be widened before C-CA 3.....	1
N-CA 3 S to SH 35 around the west side of Alvin.....	1

Controlled Access Highway Comments

No toll on any of the controlled access.....	6
Select an alignment quickly.....	2
Want frontage roads.....	1

Transit Comments

Add 1 or 2 Park & Rides south of Alvin.....	1
Support Park & Rides and any utilization of mass transit in the corridor.....	1
Move rail to Telephone Road for more passengers.....	1
Park & Ride at BW8 and MLK.....	1
Commuter rail will not work along BNSF, too much traffic.....	1
Support commuter rail.....	1
Rail is a good idea if it services Hobby Airport, the Medical Center and Downtown.....	1

Arterial Comments

Tie Pearland Pkwy into SH 35 at FM 2315.....	1
Should widen FM 2351 from SH 35 to FM 518.....	1
Should widen Dixie Farm Road from FM 518 to Beamer.....	1

Transportation System Management (TSM) Comments

Add turns lanes at SH 35 & Dixie Farm Road.....	1
Signal needed now at SH 35 at CR 133.....	1
Elevate crossing at South & House St.....	1
Need more overpasses on major arteries over BNSF.....	1
Improve Belfort/Telephone intersection.....	1
Opening of BW8 and poor design of FM 518 entrance/exit causes congestion.....	1
SH 35 bypass needs overpasses through Alvin.....	1
FM 2917 and SH 35 is a dangerous intersection.....	1
Signal synchronization is a logical low-cost improvement.....	1

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Bike Lane Comments

Include bike lanes on Mykawa if widened.....	1
Like to see bike lanes incorporated in new design.....	1
Do away with the bumps on the shoulder, cause bikes to ride on the roadway.....	1

General Study Area Suggestions

GP funds better spent on improvements to N/S mobility and SH 35, SH 288 & IH 45	2
SH 35, 6 lanes from Alvin to Houston.....	1
Running down the BNSF RR will split the distance between IH 45 & SH 288	1
A new roadway along FM 1128 will not service the area east of BNSF	1
Improvement to SH 35 will greatly improve hurricane evacuation.....	1
Improve aesthetics of Telephone Road	1
Try to get 18-wheelers off Business SH 35	1
Please coordinate with the Grand Parkway.....	1
Spur 5 to BW 8 is of primary importance.....	1
If SH 6 becomes part of GP include connections giving Sugar Land better access to Airport, TMC & Downtown.....	1
With traffic increasing overall, it is very important to service the Airport via all types of modes.....	1